

SEMINARY ROAD

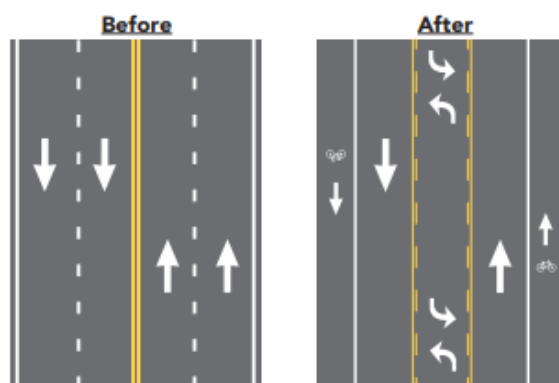
COMPLETE STREETS PROJECT

ROADWAY RECONFIGURATION FAQs

DESIGN INFORMATION

WHAT WILL THE ROADWAY LOOK LIKE?

The design changes according to the public right of way involved, but typically you can expect to see one through-lane in each direction (eastbound and westbound) and a center left turn lane that allows left-turning traffic to wait outside of the travel lane to make their turn. Bicycle lanes will be installed with the remaining roadway width.

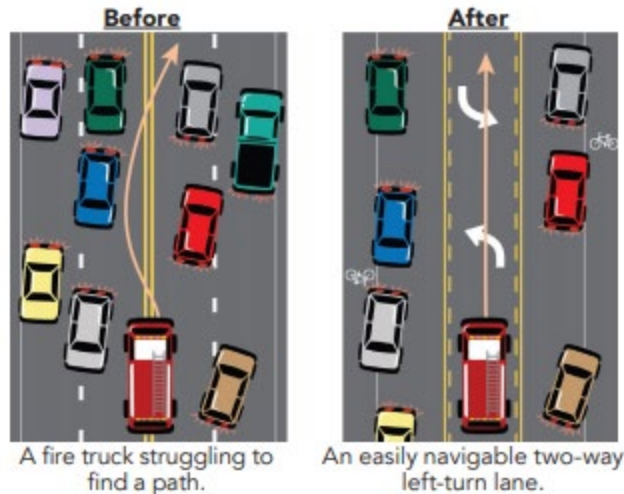


(FHWA)

More details can be found on the Alternative 3 Board, shown at the March 2019 public meeting, here:
<https://www.alexandriava.gov/uploadedFiles/tes/info/10%20Seminary%20PM2%20Alternative%203.pdf>

CAN FIRE AND EMS SAFELY OPERATE ALONG AND RESPOND TO EMERGENCIES?

Yes. The Fire Department is directly involved in the detailed plan review of the new corridor and the design of the medians in areas where there is a temporary sidewalk which are mountable and clear from obstructions. If there are traffic queues, the Emergency Vehicles will use the center turn lane in the manner shown below:



(FHWA)

Concrete or built medians will only be present at new crossing locations, not the entire length of the project.

WHY AREN'T ALL OF THE MEDIAN ISLANDS MOUNTABLE?

The mountable islands were placed in accordance with the protective barrier for the interim in-street shared sidewalk/bike lane space, where drivers would not have the space to completely clear the lane if they had to stop for an emergency vehicle. Therefore, the mountable median islands are only placed where the Fire Department thought they may need to use them if traffic is blocking the travel lanes. Since the shared space ends and protective barrier ends before the Post office, the rest of the islands are a typical design because drivers would be able to pull into the bike lane to clear the lane for emergency vehicles to pass next to a median island.

WHAT IS THE DESIGN FOR THE INTERIM IN-STREET SHARED PEDESTRIAN AND BICYCLE PATH?

The interim in-street shared pedestrian and bicycle path was striped and is being protected to serve two goals 1) to temporarily fill the sidewalk gap on the north side of Seminary Road and 2) to continue the bicycle facility up the hilly topography while keeping slower moving bicyclists out of the vehicle travel lanes. This protected, shared space is a temporary condition while the City pursues grant funding to design and construct a concrete sidewalk on the north side of the road along the Virginia Theological Seminary's campus. The protective barrier of curb stops and flex posts help protect and delineate the space to increase safety for people using it. These are expected to be removed once the sidewalk is built and the remaining lane space is dedicated to continuing the bicycle lane.

RULES OF THE ROAD

WHO HAS THE RIGHT OF WAY AT INTERSECTIONS?

AT SIGNALIZED INTERSECTIONS

Q: Scenario #1 Red Light for Seminary Road traffic at St. Stephens Road. A driver stops and the intersection has a No Turn on Red Sign. The driver waits for the green light and then makes the turn, potentially striking a person biking, passing on the right.

Answer: The driver is at fault. Turning vehicles are required to verify that their path is clear before turning, the same as if a driver was shifting from a left lane to the right lane, with another vehicle in the right lane. The driver is responsible for seeing the vehicle to the right (a person biking in this case) and waiting for the vehicle (person biking) to proceed straight before the driver makes the right turn.

Q: Scenario #2. Green Light for Seminary Road traffic at St. Stephens Road. A driver makes a right turn onto St Stephens Road potentially striking a person biking passing on the right that the driver did not see.

Answer: The driver is at fault and would likely be cited for Failure to pay full time and attention or other citations specific to the situation.



Q: Scenario #3. Green Light for Seminary Road traffic at St. Stephens Road. A driver passes a person biking, slows and then signals that he is making a right turn. Is the person biking required to yield to the driver?

Answer: No. Turning vehicles are required to verify that their path is clear before turning, the same as if a driver was shifting from a left lane to the right lane, with another vehicle in the right lane. The driver is responsible for seeing the vehicle to the right (a person biking in this case) and waiting for the vehicle (person biking) to proceed straight before the driver makes the right turn.

AT UNSIGNALIZED INTERSECTIONS

Drivers are responsible for paying attention to people walking, crossing, and biking and to wait (yield) for those road users to proceed straight before the driver makes the right turn.

DO I HAVE TO YIELD TO PEOPLE WALKING OR BIKING IN THE NEW CROSSWALKS?

Yes. It is the law of Virginia that all drivers yield to people walking, who are trying to cross at a marked or unmarked crosswalk. This includes when driving through and making all turns.



DO PEOPLE HAVE TO PUSH THE BUTTON TO ACTIVATE THE FLASHING SIGNS FOR ME TO YIELD TO THEM?

No. The flashing signs are there to help drivers be more aware that someone is waiting to cross, but drivers should always pay full time attention to the roadway to see people waiting to cross and stop for them to allow the person to cross.



DO PEOPLE BIKING HAVE TO STOP AT STOP LIGHTS OR OBEY TRAFFIC SIGNS?

Yes. People biking in bicycle lanes must stop at red lights and obey all traffic signs and signals. This includes yielding to people walking in the crosswalk. State law does allow, however, people biking to use the pedestrian walk signal to advance in front of cars where there is a sign indicating this practice. The intersections of N Howard Street, St. Stephens Road, and N Quaker Lane will have this sign, so people biking may proceed through the intersection when the walk signal is on for people walking.

HOW SHOULD I BEHAVE AROUND THE MEDIAN ISLANDS WHEN EMERGENCY VEHICLES HAVE THEIR SIRENS ON?

Move as far right as possible. In emergency situations with a fire truck, police, or ambulance coming, drivers are allowed to pull into the bicycle lane to make space for these vehicles. Move past the median islands if possible. Some key median islands are designed to allow emergency vehicles to mount them and ride over the island, so Emergency vehicles may use this as an option.

HOW MUCH SPACE SHOULD I GIVE WHEN PASSING A PERSON BIKING?

Virginia Law states that people driving must give people biking a minimum of 3 feet of clearance space when passing. This law is in effect regardless of whether a bicycle lane is present.



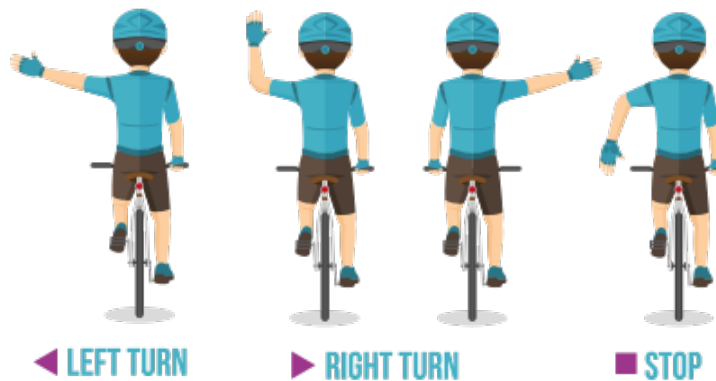
CAN I DRIVE OR PARK IN THE BIKE LANE?

No. Drivers may only pull over in the bike lane in emergency situations to allow Emergency Vehicles to pass.



WHAT RULES DO PEOPLE BIKING HAVE TO FOLLOW?

- Obey all traffic signs and signals
- Yield to people walking and crossing the street
- Use dedicated bicycle lanes where present, if not take the right-most lane and ride in the center
- Never ride against traffic flow
- Use hand signals to alert other road users of your movements and turns



EVALUATION

HOW WILL THE PROJECT BE EVALUATED?

The project will be evaluated based on data collected both before and after the project's implementation for vehicle volumes, speeds, crashes, and travel times along the corridor. The evaluation will take place 18 months after full implementation of the project.

WHAT ROADS WILL BE DOCUMENTED?

The following roads and intersections will be counted before and after:

MAIN LINE	BLOCK OR INTERSECTING STREET	COUNT TYPE
SEMINARY	PICKETT	INTERSECTION
SEMINARY	JORDAN	INTERSECTION
SEMINARY	HOWARD	INTERSECTION
SEMINARY	ST.STEPHENS	INTERSECTION
SEMINARY	FT. WILLIAMS	INTERSECTION
SEMINARY	QUAKER	INTERSECTION
HOWARD	BRADDOCK TO SEMINARY	STREET SEGMENT
HOWARD	SEMINARY TO JORDAN	STREET SEGMENT
HOWARD	BRADDOCK	INTERSECTION
PICKETT	SEMINARY TO PEGRAM	STREET SEGMENT
PEGRAM	PICKETT TO POLK	STREET SEGMENT

JORDAN	SEMINARY TO HOWARD	STREET SEGMENT
BRADDOCK	HOWARD TO EARLY	STREET SEGMENT
ST. STEPHENS	SEMINARY TO ORLEANS	STREET SEGMENT
COLONEL ELLIS	ST.STEPHENS TO FT. WILLIAMS	TUBE
FT. WILLIAMS	DEARBORN TO TRINITY	STREET SEGMENT
TRINITY	FT. WILLIAMS TO QUAKER	TUBE
TRINITY	QUAKER TO PRINCETON	STREET SEGMENT
QUAKER	STERLING TO TRINITY	STREET SEGMENT
QUAKER	BISHOP TO WOODS	STREET SEGMENT
DUKE	QUAKER	INTERSECTION
DUKE	GORDON TO FRENCH	STREET SEGMENT
KING	SCROGGINS TO TUCKAHOE	STREET SEGMENT
JANNEYS	SKYHILL TO CLOVERWAY	STREET SEGMENT
YALE	TRINITY TO DARTMOUTH	STREET SEGMENT
CAMBRIDGE	DARTMOUTH TO DUKE	STREET SEGMENT
DUKE	WEST TAYLOR RUN	STREET SEGMENT
WEST TAYLOR RUN	DARTMOUTH TO DUKE	STREET SEGMENT

HOW IS AVERAGE DELAY MEASURED AGAINST THE PROJECTED DELAY FROM THE MODELING?

With our technology on the street from our [Smart Mobility Program](#), we have access [to real-time travel time](#) measurements and can monitor the roadway real-time and historically. Average delay will be determined by using this data for the morning and evening peak periods.

ARE THE SMART MOBILITY PROGRAM'S REAL-TIME TRAFFIC SENSORS (BLYNCYSY) COLLECTING PERSONAL DATA?

Blyncsy's travel time sensors collect electronic signals, such as a MAC addresses, from vehicles and devices as they pass by, the anonymized MAC address is not personally identifiable. The MAC address is then transmitted via encrypted data transmission to a server that transforms the MAC address into a cryptographic number called a Blyncsy ID, the original MAC address is deleted instantaneously and only the fully anonymized Blyncsy ID remains. Furthermore, Blyncsy provides an Opt-Out mechanism at their website [here](#), where you can enter your device MAC address and be deleted from the system historically and proactively. Lastly, all Blyncsy analytics are aggregated so no one device can ever be seen, small ranges of devices are only presented to the City in ranges of 1-10 devices and there is no way to select any individual device or localize any individual devices movements by a user. You can learn more by reading the Blyncsy privacy policy [here](#).

WHAT WILL BE DONE IF THE PROJECT FAILS TO MEET EXPECTATIONS FOR TRAVEL TIMES?

If the project fails to meet the staff defined expectations in the project proposal presented, staff will take remedial action to address the issues.

WHAT IS THE PROJECT BUDGET?

Since the project is not yet complete, final invoices for much of the work have not yet been submitted. However, the project budget with estimated expenditures is provided in the chart below, totaling approximately \$1M for all work, including resurfacing. For context and comparison, the full cost of a routine repaving project for Seminary Road to replace the former conditions and provide necessary updates (update signals, ADA ramp upgrades, and sidewalk repairs) to the corridor is estimated at approximately \$800,000.

Seminary Road Project Budget - Estimates

